



City of Green Bay
Department of Community and Economic Development

Tax Incremental District Twenty-One (21)

Green Bay Packaging

PROJECT PLAN

City of Green Bay, Wisconsin
September 25, 2018

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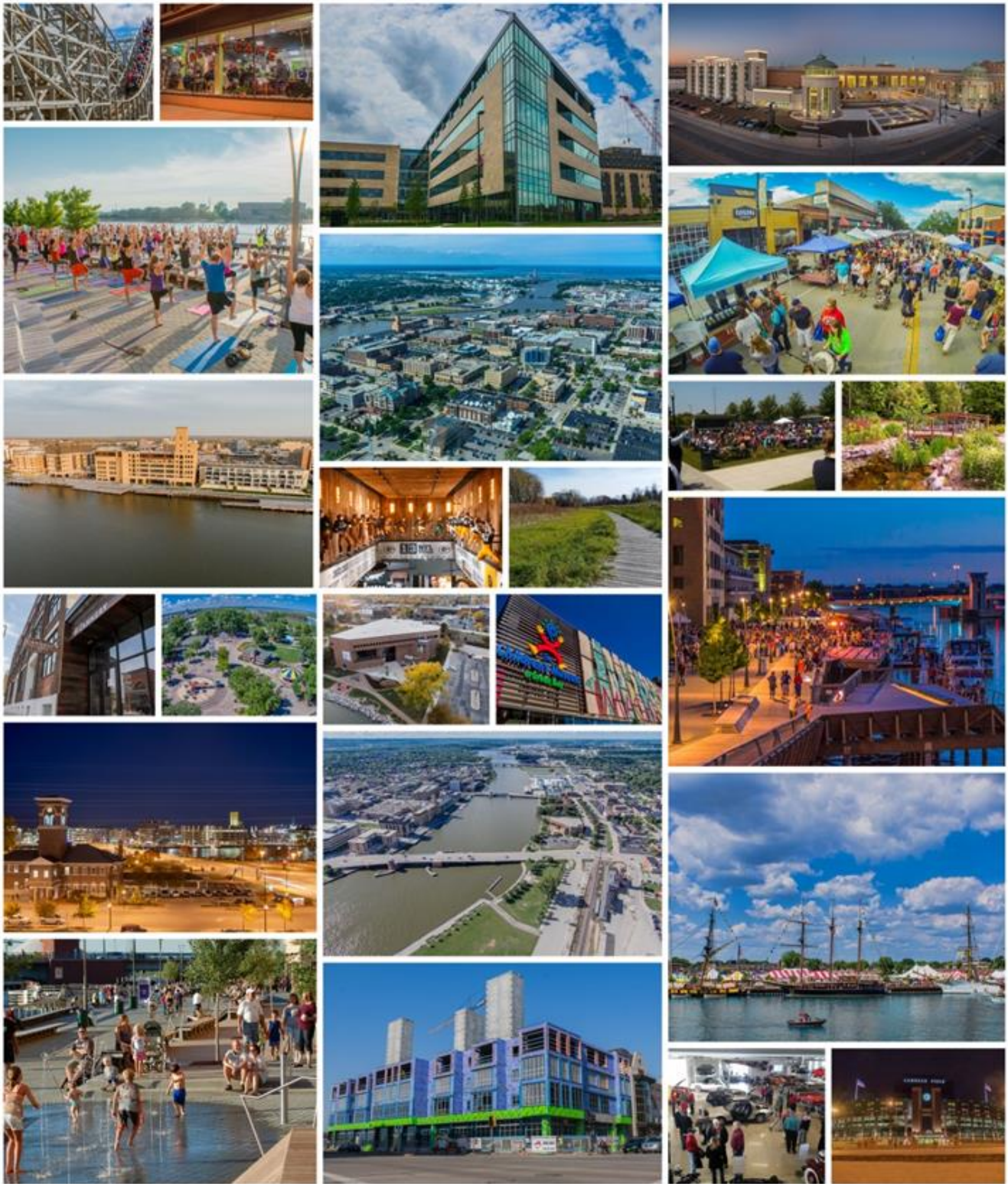
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Summary of Findings

As required by Wisconsin Statutes 66.1105, and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made for the City of Green Bay Tax Incremental District Number Twenty-One (TID 21):

1. That “but for” the creation of TID 21, the development projected to occur as detailed in this Plan would not occur in the manner desired by the City because of challenges associated with:
 - a. Additional costs associated with environmental cleanup and remediation; and
 - b. Additional costs associated with the rehabilitation of existing structures and parcels; and
 - c. Blighted parcels that deter private investment.
2. The equalized value of taxable property of TID 21 plus the value increment of all existing tax increment districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality.
3. 96%, by area (75 of the 78 total acres), of the real property within TID 21 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wisconsin Statutes 66.1337 (2m)(b).
4. The proposed activities in this Plan are in concurrence with Wisconsin Statutes 66.1337, which enable the City to conduct specific activities in a blight elimination district; including:
 - a. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - b. Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities; and
 - c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - d. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project.
5. The project costs in this Plan relate directly to rehabilitating or conserving parcels within TID 21 consistent with the purpose for which the District is created.
6. The economic benefits of TID 21, as measured by increased property value, employment, and (business and personal) income, more than compensate for the cost of the improvements.
7. The benefits of the proposal are greater than the anticipated tax increments to be paid by property owners in overlying taxing jurisdictions.
8. The improvement of the area is likely to enhance significantly the value of substantially all of the other real property in TID 21.
9. The TID 21 Project Plan is feasible and in conformity with the City Comprehensive Plan.
10. The City Attorney has signed an opinion (located in **Appendix A**) advising that this Project Plan is complete and complies with the law.



Description of the Proposed District

The City of Green Bay

The City of Green Bay is the economic hub of northeastern Wisconsin, and the flagship city of a combined metropolitan region of nearly 700,000 people. It is the “north star” in a chain of great cities, including Chicago and Milwaukee, which line the western shore of Lake Michigan. The City is in an excellent position to build on past success and flourish well into the future.

Demographically, the City and metropolitan region have sustained steady population growth over the last few decades. Population is projected to increase, primarily through natural growth. Inbound migration is primarily from adjacent counties and other parts of the state. The number and percentage of residents with at least a college degree has increased over the last decade.

As for commerce, the largest three industries are manufacturing, health care and social assistance, and retail trade. Employment continues to grow since the 2008 recession and is projected to increase. The City continues to be an employment magnet, with more employees coming in from other communities than residents leaving for employment elsewhere. The City continues to leverage the substantial assets and significant competitive advantage it has in its strongest traded industry clusters: agriculture and food processing; paper, packaging, and printing; advanced manufacturing; and transportation and logistics.

A robust transportation infrastructure provides excellent opportunities to move people and goods efficiently. Two interstate highways connect the City to Milwaukee, Chicago, and points south, while a four-lane state highway connects to St. Paul, Minneapolis, and points west. National, state, county, and local roads, along with several miles of pedestrian and bicycle facilities, provide sufficient mobility and access to points in between. Green Bay Metro Transit operates thirteen full-service bus routes, a handful of limited-service routes, and paratransit services that provide over a million and a half rides annually in the metro area. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually through forty daily flights operated by three commercial airlines and two fixed-based operators. The Port of Green Bay moves nearly two million metric tons of cargo through fourteen docks located along a three-mile stretch of the Fox River. Two rail carriers (one international and one regional) serve the Port and many industrial areas.

Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Advance Business and Manufacturing Center, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. Because entrepreneurs are highly likely to remain in the community in which they launched their company, the City continues to develop complementary programs that can accelerate and expand these startups into high-growth firms. Foreign Trade Zone #167 allows merchandise to be imported, assembled, and repackaged with other components without formal customs entry procedures or import duties.

The City offers residents a diverse range of housing options, with over forty neighborhood associations strengthening the community fabric. Award-winning public schools, reputable institutions of higher education (the University of Wisconsin-Green Bay and Northeastern Wisconsin Technical College), and low crime rates make the community an excellent choice to call home.

The City delivers ample opportunities for outdoor recreation through its seventy parks and trails, including Bay Beach Amusement Park and Wildlife Sanctuary, the City Deck (an urban boardwalk along the Fox River), the Green Bay Botanical Garden, and the Joannes Family and Resch Aquatic Centers. The City is also home to Lambeau Field and the Packers Hall of Fame.

The City hosts hundreds of cultural events, including those provided by local theatre organizations and civic symphony, at the Meyer Theatre, the Weidner Center for the Performing Arts, the ART Garage, and the recently-expanded KI Convention Center. The Neville Public Museum, the Children's Museum of Green Bay, the Automobile Gallery, and Hazelwood Historic House are also within the City.

Demographic, economic, and technological changes makes us more mobile than ever in terms of where we choose to live and build a career or a business. We encourage people to invest their resources in Green Bay by collaboratively creating and communicating that we are a community that offers both outstanding economic opportunities and a vibrant quality of life. As our region grows in population, so will our level of economic productivity and prosperity.

The District / Neighborhood



The Green Bay Packaging neighborhood is northeast of the downtown central business district. It is centered along Quincy Street, which serves a number of large-scale industrial facilities, primarily in the production of paper and packaging products. It lies just east of the Fox River; just south of Interstate 43; and just west of Webster Avenue, a mixed-use corridor that runs north-to-south through the City.

The primary landowner in this neighborhood, Green Bay Packaging Inc., which was started in 1933, is a family-owned, vertically-integrated company with facilities in fourteen (14) states, including corrugated container plants, recycled and virgin linerboard mills, specialty converting operations, timberlands and a sawmill.

Most of the facilities and equipment within the operation are greater than fifty (50) years old and show signs of dilapidation, deterioration, age, and obsolescence, including (in some cases) inadequate provision for ventilation, light air, sanitation, open spaces, and/or the existence of conditions which endanger life or property by fire and other causes. The City seeks to make investments in this area to eliminate this blight.

Tax Incremental District Number Twenty-One (TID 21)

Under Wisconsin Statutes 66.1105, the property taxes paid each year on the increase in equalized value of a TID may be used by the City to pay the costs of redevelopment projects within the TID. The incremental value is determined by taking the current value of the TID and deducting the value in the TID that existed when the TID was created. All taxes levied upon the incremental (or increased) value by the City, School District, County, and Vocational School District are allocated to the City for direct payment of project costs or the payment of debt service on bonds used to finance project costs. Expenses may be incurred for the implementation for the approved project plan and completion of the project outlined therein up to five (5) years before the (not extended) maximum life of the TID.

TID 21 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 78 total acres of real property within TID 21, 75 acres, or 96 %, are in need of blight elimination.

Map 1 shows the location of TID 21 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 21 is attached as **Appendix B**. TID 21 has ten (10) parcels totaling 82.5 acres: 77.75 acres of real property and 4.75 acres of public road right-of-way. **Table 1** and **Map 3** show the distribution of zoning categories, while **Table 2** and **Map 4** show the distribution of land uses. **Map 5** shows parcels in need of blight elimination.

Zoning	Acres	Percentage
General Industrial (GI)	77.75	94.24%
Road Right-of-Way	4.75	5.76%
Total	82.50	100%

Table 1. Zoning distribution.

Land use	Acres	Percentage
Industrial	71.824	87.06%
Industrial, Parking	2.696	3.27%
Office	3.229	3.91%
Road Right-of-Way	4.750	5.76%
Total	82.500	100%

Table 2. Land use distribution.

In 2018, TID 21 had a combined assessment of \$18,110,600. This equates to 232,934 per taxable acre or \$219,522 for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wisconsin Statutes 66.1105 (4)(gm)(4)(c), defines a limit on the equalized property value that may be located within municipal TIDs. The equalized value of taxable property of the new district plus the value increment of all existing districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality. As shown in **Table 3**, the existing capacity in the City is more than satisfactory to permit the creation of TID 21, as the addition of TID 21 will only raise the percent of equalized value in TIDs from 5.43 % to 5.70 %.

Measure	Amount as of January 1, 2017
Equalized value of the City of Green Bay	\$6,603,759,000
Total existing TID increment	\$353,507,500
Percent equalized value within total existing TID increment	5.43%
Equalized value of proposed TID 21 @ 100% estimated ratio	\$18,110,600
Total value for twelve percent (12%) test	\$376,455,500
New percent equalized value within TIDs, including TID 21	5.70%

Table 3. Tax increment finance capacity.

Project Costs

Specific Projects

The City may encumber funds to implement the following projects. This list is not meant to be a budget or an appropriation of funds for specific projects. All costs are estimates based on the best information available. The City reserves the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan. All improvements are designed to be applied within the boundaries of TID 21.

Improvement #1	Incentives: grants and loans
Details	money to offset project costs, including property acquisition, parcel assembly, site preparation, construction, and infrastructure (transportation, water, sewer, stormwater, utilities) on projects that eliminate blight, rehabilitate parcels, or conserve parcels
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	\$23,000,000.00
Disbursement	applied through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year shall not exceed ninety percent (90%) of the annual incremental taxes for the impacted parcels

Improvement #2	Infrastructure: pedestrian and bicycle
Details	sidewalks, paved trails, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals)
Purpose	attract more residents from adjacent neighborhoods to the area through enhancements that allow for people of all ages and abilities to travel by foot or bicycle through the corridor; specifically look at improvements to crossing Main Street (State Highway 141) and Webster Avenue
Allocation	\$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply when funds can be leveraged through external grants through the Wisconsin Department of Transportation; a portion may be covered under a bond issue
Improvement #3	Infrastructure: stormwater
Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	\$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; integrate public and private projects when possible to minimize costs; a portion may be covered under a bond issue
Improvement #4	Infrastructure: streets
Details	repair and reconstruct streets
Purpose	scheduled maintenance and replacement of streets
Allocation	\$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; before applying, consider appropriateness of TID funds, wheel tax funds, and/or general levy funds
Improvement #5	Infrastructure: public space and amenities
Details	pocket parks, landscaping, wayfinding signs, banners, flags, public art, benches, bus stop enhancements, shelters, and other amenities deemed acceptable
Purpose	leverage existing assets to create a strong identity and brand for the district; foster a sense of attachment for local residents and businesses
Allocation	\$500,000.00
Disbursement	within first fifteen (15) years and positive TID balance; apply under leadership of local businesses and residents after enough reserve funds have been accumulated

Improvement #6	Administration
Details	funds directed towards City staff for time used on marketing, research, analysis, and managing the TID, including contractual services for site-specific environmental investigations, and architectural, structural, and civil engineering
Purpose	cover administrative costs from the appropriate source
Allocation	\$1,000,000.00
Disbursement	annual payments through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

Other Eligible Projects

The following is a general list of potential public works and other projects for which the City may encumber funds in conjunction with this Plan. This list is provided to provide options for projects that may not be identified at present, but may become necessary in the future. Again, the City reserves the right to implement only those projects that remain viable as the Plan period proceeds.

1. Property, right-of-way, and easement acquisition
 - a. Property acquisition for development or redevelopment
 - b. Property acquisition for conservancy
 - c. Acquisition of right-of-way
 - d. Acquisition of easements
 - e. Relocation costs
2. Site preparation activities
 - a. Environmental audits and remediation
 - b. Demolition
 - c. Site grading
3. Utilities
 - a. Sanitary sewer system improvements
 - b. Water system improvements
 - c. Stormwater management system improvements
 - d. Other utilities, including electric service, gas service, and communications infrastructure
4. Streets and streetscape
 - a. Street improvements
 - b. Streetscaping and landscaping
 - c. Pedestrian and bicycle infrastructure
 - d. Development incentives including grants and loans
5. Administrative costs, including those paid to the City or consultants for services rendered
6. Financing costs
7. Projects outside TID 21 provided that
 - a. The project area is located within the corporate boundary of the City of Green Bay; and
 - b. The Joint Review Board approves the project.

Economic Feasibility

This section demonstrates that the proposed TID 21 is economically feasible, given that:

1. The City expects to have cash available to pay for project costs as they are incurred or has the means to secure the necessary financing.
2. The City expects to complete the projects in one or more phases, and can adjust the timing of implementation as needed to coincide with the pace of private development.
3. The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects.

Financial audits will be done in accordance with Wisconsin Statutes 66.46.

Financing Methods

TID 21 will function primarily as a "pay as you go" TID, meaning the City will plan completion of projects based on the availability of increment, though it may also obtain funding in the form of:

1. Cash received from grants or other sources
2. Cash received from a "donor" TID with excess increment above and beyond its project costs
3. General obligation bonds or notes, so long as the principal amount of general obligation debt is not greater than five percent (5%) of its total equalized value (including increment values)
4. Notes issued to developers
5. Tax increment revenue bonds from the City Redevelopment Authority (RDA)
6. Lease revenue bonds from the RDA
7. Utility revenue bonds

Projected Property Tax Increment

The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects. The City believes that there is one (1) major project, with a high probability of being completed in the next few years (given preliminary discussions with interested parties), that will serve as catalysts for additional development within and surrounding the TID.

Redevelopment Site A: Green Bay Packaging. Developer intends to complete a project, which includes construction of a new, state-of-the art liner board and medium paper mill, which also includes demolition of the existing mill; soil remediation and disposal; engineering, grading, erosion control, and landscaping; construction and relocation of sanitary sewer, storm sewer, and potable water and wastewater mains and laterals; construction and relocation of storm water management facilities; construction and relocation of telephone, high-speed cable, and related technology infrastructure; construction and relocation of natural gas, electrical power, and other public utilities.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value			\$18,107,000.00	\$412,658.00
Estimated new value			\$64,511,100.00	\$1,470,207.00
Incremental value			\$46,404,100.00	\$1,057,549.00

Table 4. Projected increment for Site A.

Given the catalytic nature of this project, there is good probability that additional redevelopment will occur, thus generating additional increment. Should this happen, City staff, along with the Common Council, will explore possibilities for additional public improvements beyond the scope of those mentioned herein.

TID 21 Pro Forma

The entire pro forma can be found in **Appendix D**, and is built on the following assumptions:

1. Development at the catalytic sites will be phased over multiple calendar years
2. New Increment is a conservative estimate of what can be created at each site
3. When New Increment is created in year one (1), it will be accounted for in an assessment in year two (2), and will be accounted for as revenue in year three (3)
4. The Property Tax Rate remains constant at \$22.79 per \$1,000 of assessed value
5. Incentives: PayGo expenditures are dependent on actual increment created
6. Infrastructure: Debt Service expenditures are payments for borrowing at an interest rate of four percent (4.0%)

The pro forma shows that TID 21 will be sufficiently funded to complete listed projects before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with Wisconsin Statutes.

Required Documentation

Relocation

The City will provide relocation benefits and assistance to the extent necessary as required by Wisconsin Statutes Chapter 32. Generally, relocation occurs where a person or business is displaced from real property as a direct result of eminent domain proceedings commenced by the City against the subject property. Relocation services will be provided by City specialists with funds provided through TIF, the City or the City of Green Bay Redevelopment Authority.

Non-Project Costs

In the event that TID 21 demonstrates that it has sufficient revenues to pay for all incurred project costs and sufficient surplus revenues to pay for some or all eligible costs in other municipal TIDs, the district may become a donor to other active TIDs.

Promotion of Orderly Growth

Land use development in the city is guided by the *Comprehensive Plan*, adopted by the Common Council in 2003. Development of the plan relied heavily on the participation of the citizens of the city. The plan is in compliance with the State of Wisconsin's Smart Growth requirements, and provides city leaders with a guide to use while assessing policy and development proposals.

This Project Plan for TID 21 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth.

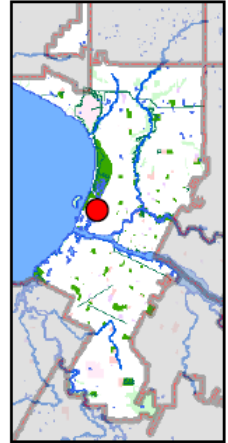
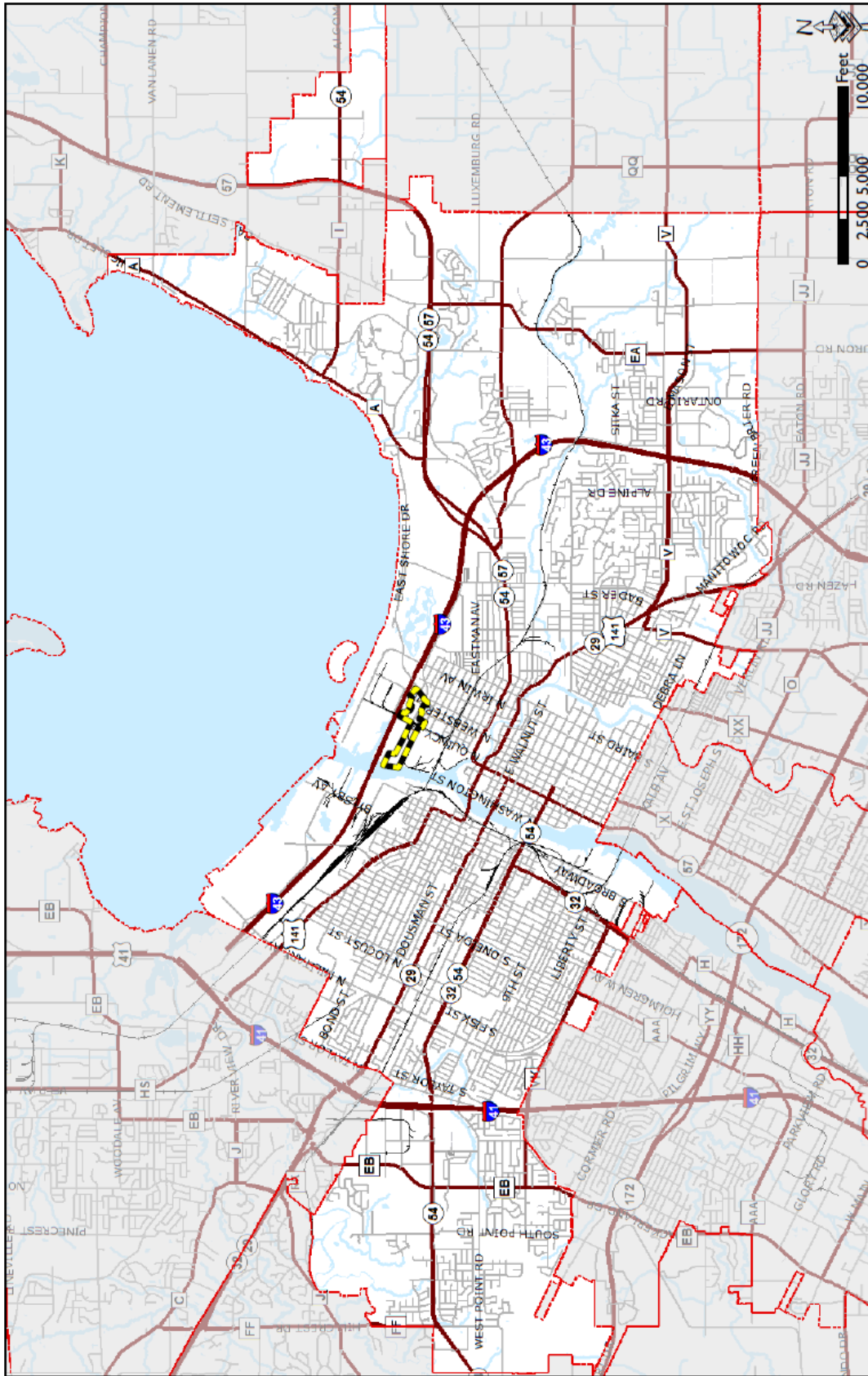
Proposed Changes to City Plans and Ordinances

Master Plan. The City updated its Comprehensive Plan in 2003. The planned uses in the TID 21 are consistent with existing planning documents and have been incorporated into future planning documents.

Official Map. All streets included in the TID 21 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. Should redevelopment projects cause a realignment of Quincy Street, Radisson Street, or another affected street, the City will take the required procedural actions to review such amendments.

Zoning. Several parcels within TID 21 may require a rezoning or the creation of Planned Unit Development (PUD). The zoning classifications and standards that will be used in the any zoning amendment will be consistent with the City Comprehensive Plan.

Building Codes. City building codes will not be changed to accommodate TID 21 activities.



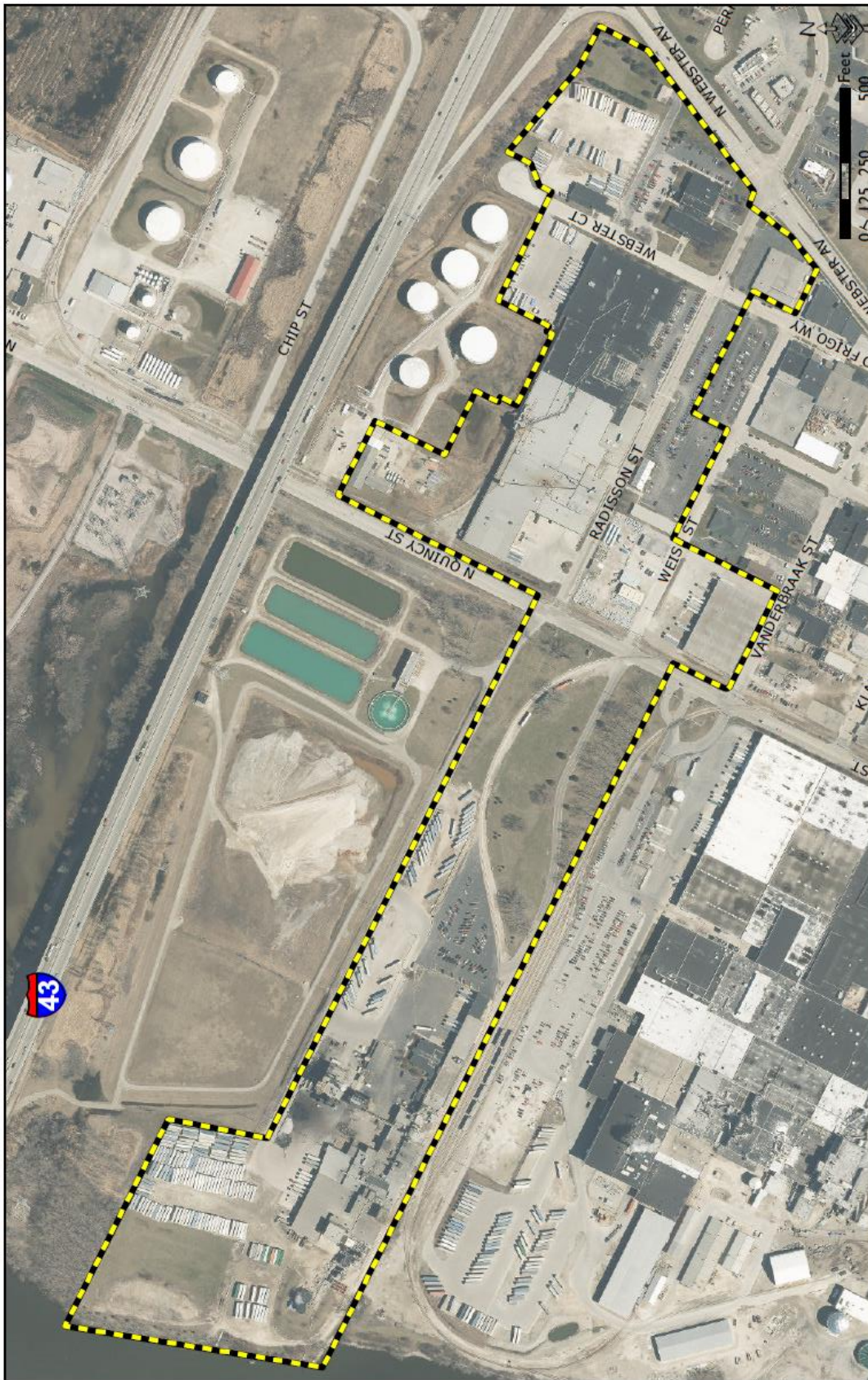
TID 21 Map 1: Location in City of Green Bay



TID 21 Boundary

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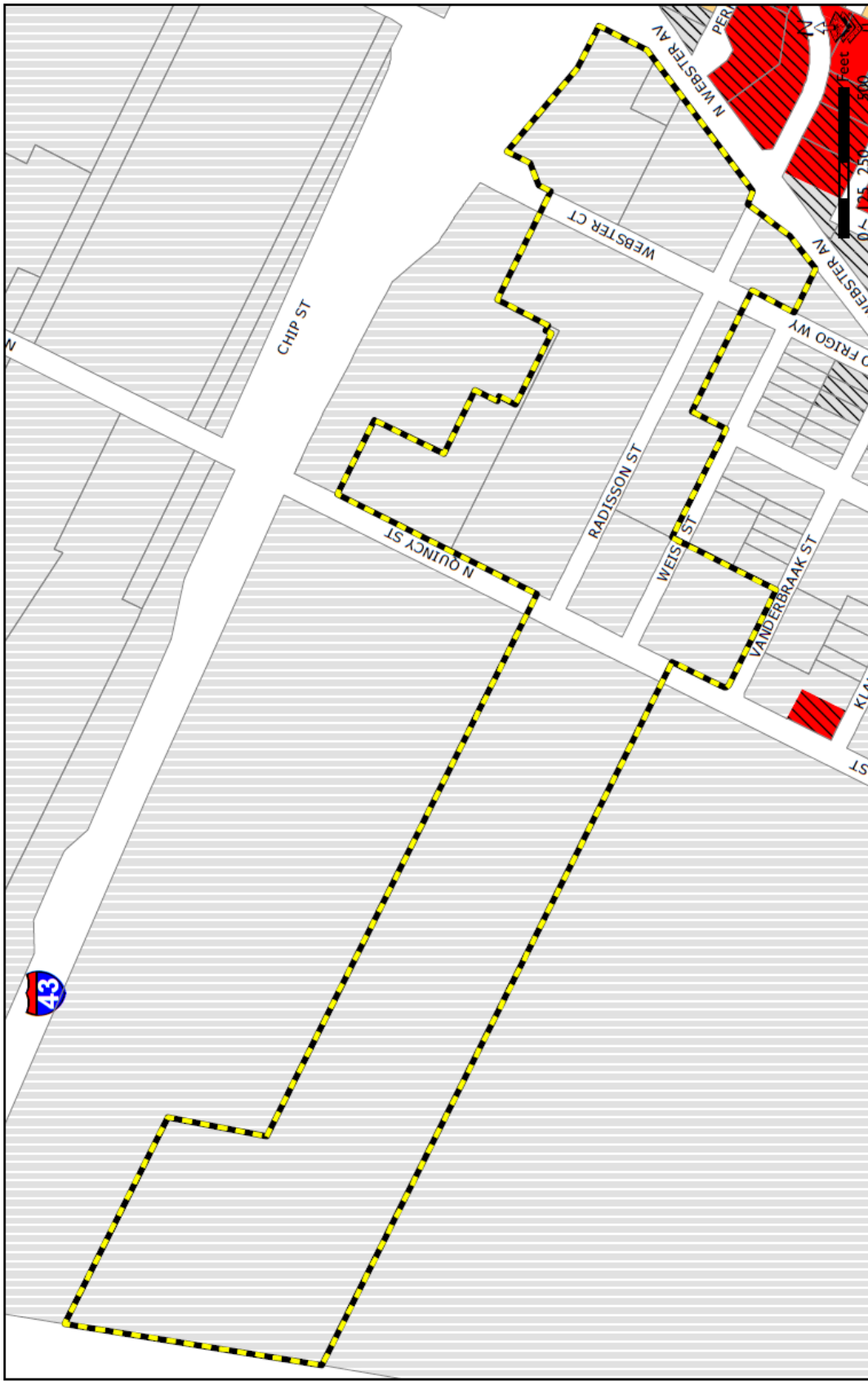


TID 21 Map 2: Boundary



TID 21 Boundary

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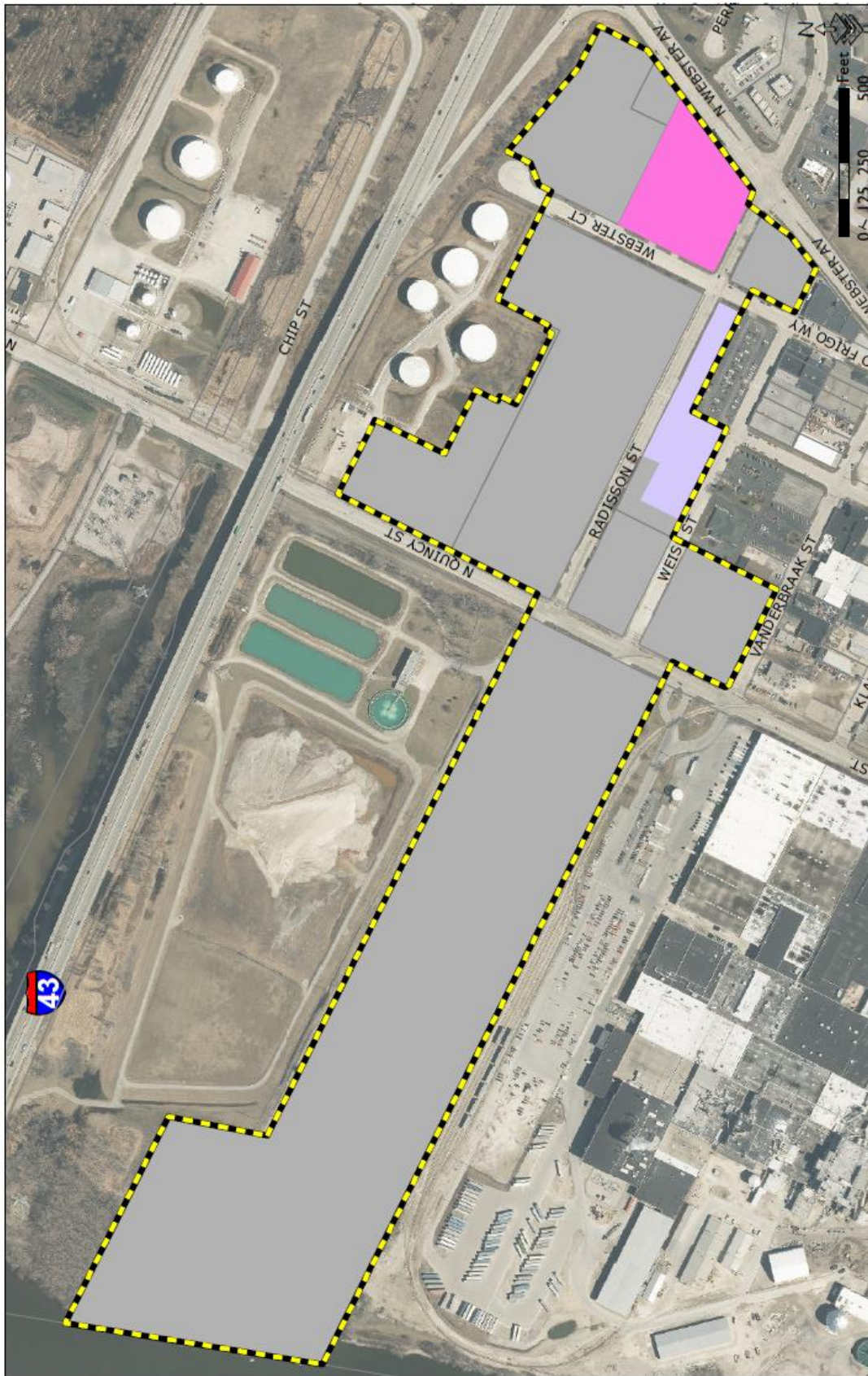
TID 21 Map 3: Zoning

Zoning

TID 21 Boundary

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NC - Neighborhood Commercial	G1 - General Industry
C1 - Commercial One	S-RLI - Special District Light Industry
C2 - Commercial Two	LI - Light Industry
C3 - Commercial Three	BP - Business Park
D1 - Downtown One	PI - Public Property / Institutional
D2 - Downtown Two	CON - Consistency
	Planned Unit District

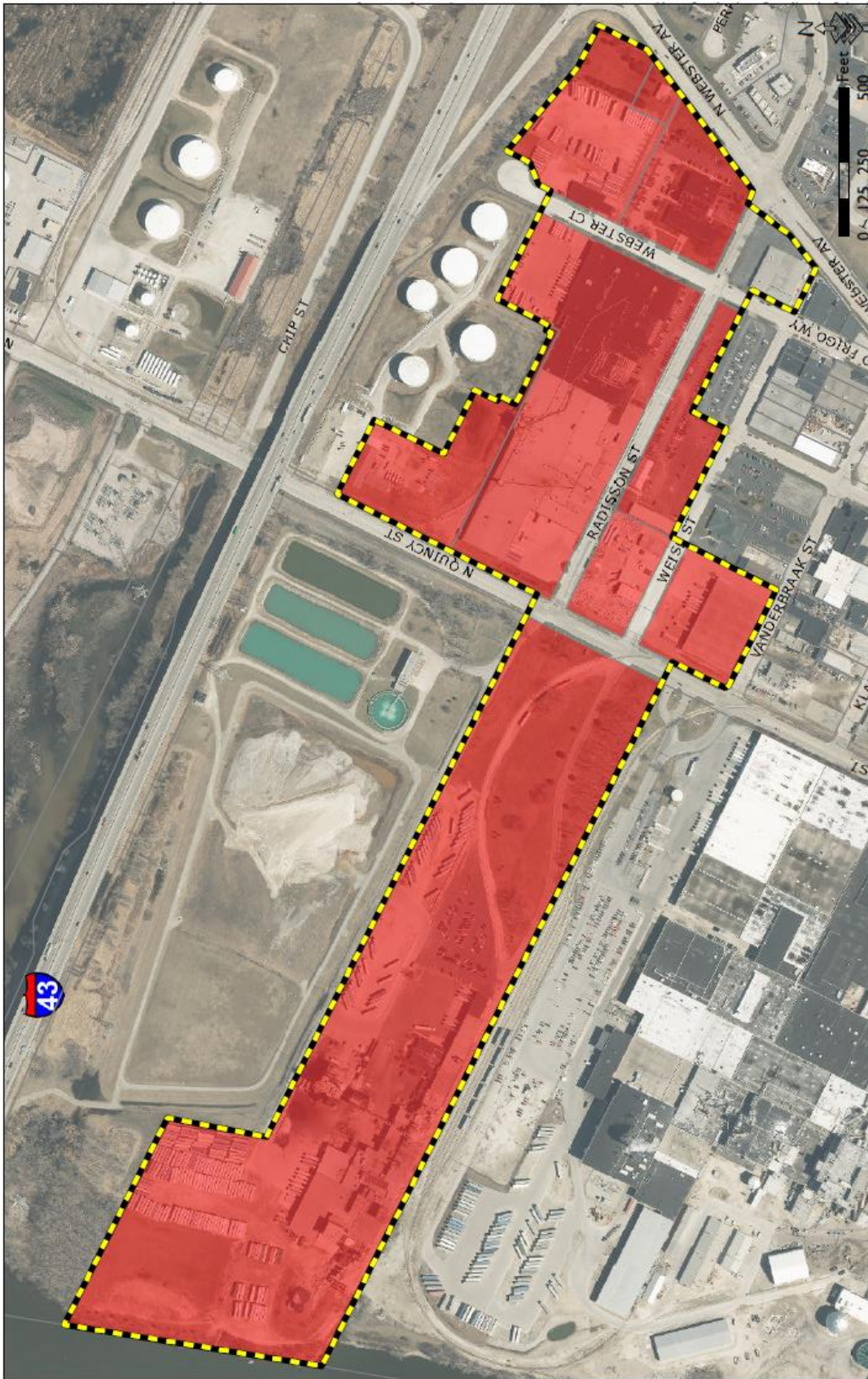


TID 21 Map 4: Land Use

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TID 21 Boundary

- TID21 office
- TID21 parking
- TID21 industrial



TID 21 Map 5: Blighted Parcels



TID 21 Boundary **Blighted Parcels**

Makes up 74.5 acres (90.3%) of the entire TID area

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Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 20, 2018

Mayor and Common Council
of the City of Green Bay
100 N. Jefferson Street
Green Bay, WI 54301

RE: Certification of Project Plan
Tax Increment District No. 21
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 21, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Community and Economic Development Department has drafted a project plan for the District. Pursuant to statutory requirements, a public hearing was held before the Redevelopment Authority at which interested parties were afforded a reasonable opportunity to express their views on the proposed project plan [§66.1105(4)(e), Wis. Stats.]. This hearing was held on September 10, 2018. Resolutions adopting the project plan and creating the District will be considered by the Common Council on the evening of September 25, 2018.

I have examined the project plan and find that it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats., and, in particular, it contains the following:

1. A statement listing the kind, number and location of all proposed public works or improvements within the District and those located outside of the District to the extent provided in §66.1105(2)(f)1.k., Wis. Stats.
2. An economic feasibility study.
3. A detailed list of estimated project costs.
4. A description of the methods of financing all estimated project costs and the time when such costs or obligations related thereto are to be incurred.
5. A map showing existing uses and conditions of real property within the District.


100 North Jefferson Street ☐ Green Bay, WI. 54301 ☐ 920 448 3080 ☐ Fax 920 448 3081 ☐

World Wide Web <http://www.greenbaywi.gov>

6. A map showing proposed improvements and uses in the District.
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes, and City ordinances, if any.
8. A list of estimated non-project costs.
9. A statement relating to the proposed method for the relocation of any persons to be displaced.
10. A statement indicating how the District promotes the orderly development of the City.

Thank you for your attention to this matter.

Sincerely,


Vanessa R. Chavez
City Attorney

Appendix B: Legal Description for TID 21

That part of Lots 1 through 12, Block 89; AND that part of Lots 1 through 12, Block 76; AND that part of Lots 1 through 5 and Lots 9 through 12, Block 86; AND that part of Lots 1 through 6, Block 87; AND that part of Lots 1 through 12, Block 88; located in the recorded plat of Eastman's Addition;

ALSO That part of Lots 1, 2, 3, 26, 27, and 28, Block 100; AND that part of Lots 1 through 3, Block 101; AND that part of Lots 1 through 12, Block 102; AND that part of Lots 1 through 12, Block 103; AND that part of Lots 8 and 9, Block 104; AND that part of Lots 1 through 12, Block 107; AND that part of Lots 1 through 12, Block 108; AND that part of Lots 1 through 12, Block 113; located in the recorded plat of Business Men's Association Second Addition;

ALSO that part of Lot 2, Certified Survey Map Number 8905, as filed in Volume 63 of Certified Survey Maps, Page 240, (being part of Private Claim Number 1, East side of the Fox River, which is part of the Vacated Blocks 106, 109, 111 and 112, and Vacated Streets and Alleys located in the Business Men's Association Second Addition);

ALSO that part of Private Claim 1, East side of the Fox River;

ALSO that part of the adjacent Street Rights Of Way Dedicated To The Public;

ALSO that part of the adjacent Vacated Street and Alley Rights Of Way;

All located in the City of Green Bay, Brown County, Wisconsin, described as follows:

Beginning at the intersection of the north right-of-way line of VanderBraak Street and the centerline of the vacated N Jackson Street;

thence N 63°-32'-33"W, 357.31 feet along said north right-of-way line of VanderBraak Street;

thence N42°-30'-23"W, 13.93 feet along said north right-of-way line of VanderBraak Street, to the east right-of-way line of N Quincy Street;

thence N26°26'-47"E, 198.48 feet, along said east right-of-way line of N Quincy Street;

thence N63°-31'-28"W, 2638.67 feet, to the Combined Pierhead and Bulkhead Line along the east bank of the Fox River;

thence N09°-37'-27"E, 418.93 feet along said Combined Pierhead and Bulkhead Line;

thence continuing long said Combined Pierhead and Bulkhead Line, N08°-33'-27"E, 456.64 feet;

thence S63°-29'-38"E, 775.77 feet;

thence S11°-14'-38"W, 338.46 feet;

thence S63°-29'-38"E, 2035.64 feet, to the east right-of-way line of N Quincy Street;

thence N26°-26'-54"E, 750.46 feet, along said east right-of-way line of N Quincy Street, to the most northwesterly corner of said Lot 2, Certified Survey Map Number 8905;

thence S63°-29'-20"E, 279.53 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;

thence S26°-30'-40"W, 259.83 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;

thence S63°-29'-20"E, 240.08 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S26°-30'-40"W, 79.92 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S63°-29'-20"E, 18.42 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S26°-30'-40"W, 62.58 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S63°-29'-20"E, 268.62 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence N26°-26'-20"E, 20.00 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S63°-29'-20"E, 19.66 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence N26°-26'-22"E, 191.47 feet, along a northerly line of said Lot 2, to a northerly corner of said Lot 2;
 thence S63°-28'-55"E, 404.76 feet along a northerly line of said Lot 2, and the easterly extension thereof, to the east right-of-way line of Webster Court;
 thence N26°-26'-22"E, 46.74 feet, along said east right-of-way line of Webster Court;
 thence continuing along said east right-of-way line of Webster Court, N68°-52'-26"E, 81.39 feet;
 thence continuing along said east right-of-way line of Webster Court, N26°-26'-13"E, 86.92 feet, to the south right-of-way line of Interstate Highway 43;
 thence S49°-51'-15"E, 364.98 feet along said south right-of-way line of Interstate Highway 43;
 thence continuing along said south right-of-way line of Interstate Highway 43, S63°-37'-55"E, 158.74 feet, to the west right-of-way line of N Webster Avenue;
 thence S26°-25'-10"W, 182.23 feet, along said west right-of-way line of N Webster Avenue;
 thence continuing along said west right-of-way line of N Webster Avenue, S53°-06'-58"W, 159.98 feet;
 thence continuing along said west right-of-way line of N Webster Avenue, S53°-12'-20"W, 436.40 feet;
 thence continuing along said west right-of-way line of N Webster Avenue, S68°-50'-42"W, 80.93 feet;
 thence continuing along said west right-of-way line of N Webster Avenue, S36°-57'-57"W, 113.81 feet;
 thence continuing along said west right-of-way line of N Webster Avenue, S51°-35'-34"W, 110.49 feet;
 thence continuing along said west right-of-way line of N Webster Avenue, S52°-20'-35"W, 33.26 feet, to the centerline of the vacated Weise Street right-of-way;
 thence N63°-31'-19"W, 163.09 feet along said centerline of the vacated Weise Street right-of-way, to the east right-of-way line of Leo Frigo Way;
 thence N26°-26'-22"E, 159.93 feet along said east right-of-way line of Leo Frigo Way;
 thence N63°-30'-18"W, 450.18 feet to the centerline of the vacated N Van Buren Street right-of-way;
 thence S26°-26'-06"W, 130.06 feet along said centerline of the vacated N Van Buren Street right-of-way, to the north right-of-way line of Weise Street;
 thence N63°-31'-19"W, 410.27 feet, along said north right-of-way line of Weise Street, to the centerline of the vacated N Jackson Street right-of-way;
 thence S26°-26'-27"W, 390.72 feet along said centerline of the vacated N Jackson Street right-of-way, to the point of beginning.

Parcels affected being Tax Parcel numbers: 20-494, 20-682, 20-308, 20-452-1, 20-464, 20-619, 20-650, 20-665, 20-678 and 20-684-A.

Appendix C: TID 21 Parcels and Assessed Values

PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
20-494	733 WEISE ST	1.806ac	\$ 220,300	\$ 181,300	\$ 401,600
20-682	1910 N QUINCY ST	12.88ac	\$ 281,000	\$ 2,978,600	\$ 3,259,600
20-308*	1500 N QUINCY ST	2.811ac	\$ 138,800	\$ 529,700	\$ 668,500
20-452-1*	1600 LEO FRIGO WY	1.183ac	\$ 70,100	\$ 259,300	\$ 329,400
20-464*	900 RADISSON ST	2.696ac	\$ 133,100	\$ 185,400	\$ 318,500
20-619*	1802 WEBSTER CT	.449ac	\$ 26,600	\$ 29,600	\$ 56,200
20-650*	1700 WEBSTER CT	3.229ac	\$ 191,200	\$ 1,670,600	\$ 1,861,800
20-665*	1800 WEBSTER CT	4.319ac	\$ 213,200	\$ 248,700	\$ 461,900
20-678*	831 RADISSON ST	11.645ac	\$ 517,200	\$ 4,899,600	\$ 5,416,800
20-684-A*	1601 N QUINCY ST	36.731ac	\$ 1,801,000	\$ 3,535,300	\$ 5,336,300
TOTAL			\$ 3,592,500	\$ 14,518,100	\$ 18,110,600

**parcels marked as manufacturing have 2017 values listed - 2018 values not yet available*

Appendix D: TID 21 Pro Forma

TID #	REVENUES				EXPENDITURES			TID BALANCE
	PARCEL COUNT	BASE VALUE	TAX RATE	LOANS	PAYGO	MANAGEMENT		
	10	\$	22.79					
CREATED	NEW VALUE	INC VALUE	INC TAXES	DEBT SERVICE				
Tuesday, September 18, 2018								
YEAR								
0	\$ 18,110,600	\$ -	\$ -	\$ -	\$ -	\$ (53,000)	\$ (53,000)	
1	\$ 18,110,600	\$ -	\$ -	\$ -	\$ -	\$ (51,700)	\$ (104,700)	
2	\$ 18,110,600	\$ -	\$ -	\$ -	\$ -	\$ (50,400)	\$ (155,100)	
3	\$ 64,514,700	\$ 46,404,100	\$	\$ -	\$ -	\$ (49,100)	\$ (204,200)	
4	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (951,794)	\$ (47,800)	\$ (146,245)	
5	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (46,500)	\$ (88,990)	
6	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (45,200)	\$ (30,434)	
7	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (43,900)	\$ 29,421	
8	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (42,600)	\$ 90,577	
9	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (41,300)	\$ 153,032	
10	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (40,000)	\$ 216,788	
11	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (38,700)	\$ 281,843	
12	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (37,400)	\$ 348,198	
13	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (36,100)	\$ 415,854	
14	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (34,800)	\$ 484,809	
15	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (33,500)	\$ 555,065	
16	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (32,200)	\$ 626,620	
17	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (30,900)	\$ 699,476	
18	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (29,600)	\$ 773,631	
19	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (28,300)	\$ 849,087	
20	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (27,000)	\$ 925,842	
21	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (25,700)	\$ 1,003,897	
22	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (24,400)	\$ 1,083,253	
23	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (23,100)	\$ 1,163,908	
24	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (21,800)	\$ 1,245,864	
25	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (20,500)	\$ 1,329,119	
26	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (19,200)	\$ 1,413,675	
27	\$ 64,514,700	\$ 46,404,100	\$ 1,057,549	\$	\$ (953,794)	\$ (17,900)	\$ 1,499,530	
TOTAL	\$ 64,514,700	\$ 46,404,100	\$ 25,381,187	\$ -	\$ (22,889,056)	\$ (992,600)	\$ 1,499,530	